



MULTI-MODAL TRANSPORTATION PLAN TASK FORCE

MEETING NOTES

JANUARY 13, 2004

4:00 P.M.

ROOM 113

Task Force Members Present	Kit Boesch, Nye Bond, Susan Dunn, Margaret Hall, Elaine Hammer, Rick Krueger, Marian Malone, Bill McCoy, Tad McDowell, Greg MacLean, Eric Miller, Patte Newman, Oscar Pohirieth, Gordon Scholz, Terry Werner. (Duane Eitel absent)
Resource Panel Members Present	Mike Brienzo, Susan Epps, Terry Genrich, Randy Hoskins, Stephen Sissel, Jerry Wray
Others Present	Gary Bergstrom, Mike Heyl, Joe Kern, Brian Praeuner, Alan Wickman, Larry Williams, Larry Worth, Marvin Krout, Kent Morgan, David Cary, Michele Abendroth

Agenda Topics

1. Call Meeting to Order

Mr. Morgan called the meeting to order at 4:00 p.m. and welcomed those present.

2. Review of Materials

Mr. Morgan reviewed the materials which were recently mailed to the Task Force including the Conceptual Alternatives narrative and matrix, materials from Alan Wickman, materials from Robert Boyce, a Lincoln Journal Star article entitled *Lincoln-Epley shuttle takes off*, a Lincoln Journal Star article entitled *Study says railway plan lacks riders*, and a Downtown News Briefs article entitled *Making the Transportation-Development Connection*.

3. Upcoming Meeting Schedule

Mr. Morgan reviewed the upcoming meeting schedule with the Task Force. The scheduled meeting dates are February 10th, March 9th, April 13th, and May 11th from 4:00-6:00 p.m. each day. In addition, there will be an Open House on March 8th from 4:30-6:00 p.m, location yet to be determined.

4. Public Comment Period (10 Min. Maximum)

Alan Wickman expanded upon the report from the Great Plains Bicycling Club (GPBC) that was previously mailed to the Task Force. The League of American Bicyclists awarded Lincoln with an honorable mention in consideration of Lincoln's application to be a Bicycle-Friendly Community. The GPBC study was independent of the SRF study. The studies are largely in agreement, but there is a difference in perspective in that the SRF study is a little longer term and talks about what the City *can* do, and the GPBC report talks about things the City *should* do. The GPBC also believes that the SRF report should involve the school system more.

5. Review of Conceptual Alternatives - Joe Kern

David Cary reviewed the *Statement of Study Intent*. He reiterated that the focus of the study "is to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City and County by supporting and promoting alternative modes of transportation."

Joe Kern of SRF Consulting Group began by noting that we are fairly early in the process and are several months from having a draft plan. The focus of today's discussion is general concepts and identifying a future vision.

Mr. Kern then reviewed the demographics of who is using the transit system. The data found that:

- 56% of the respondents use the transit system for work.
- Most people walk to the transit system.
- There are a lot of regular users of the system.
- 40% of the people have a car available.
- Over half of the users have used the system less than 1 year.
- There are many three-car plus households.
- Gender is approximately half female, half male.
- 66% of the users are under the age of 35.
- 80% of the people have household incomes of less than \$40,000.
- The cleanliness of the buses, safety, and cost rated well.
- The frequency, travel time, on schedule and the cleanliness of the shelter didn't rate as well.
- The most important service attributes are the convenience of the route, frequency and being on schedule.

Mr. Kern then reviewed the inbound and outbound downtown traffic. On the good routes, they saw activity along the routes at a reasonable amount. On the routes that weren't quite as good, they saw gaps in routes. The pattern across these routes isn't uniform. Every route is different, so the mixing and matching of routes is difficult.

The Conceptual Alternatives matrix was then reviewed. There are four alternatives including *maintain current trends*, *improve travel choices*, *become the community's second car*, and *dedicate the community to alternative transport*.

The first area the Task Force focused on was transit. In terms of the fixed-route service, the question was asked if they are willing to consider re-shaping the fixed-route transit system. Mr. Miller responded that he believes it is reasonable to consider it, as well as establishing transit

corridors. Ms. Dunn stated that one of the questions that we may not have touched on in depth is where the service is needed. Ms. Malone noted that she has a problem with eliminating routes as there is someone who needs that route. Mr. Kern responded that the intent is not to abandon those people, but to offer a different alternative. Mr. Werner stated that, idealistically, he believes whatever we do should allow people to get to and from their jobs 24-7 with headways of 30 minutes in the off-period and 10 minutes in the peak hours, and it should be free to low income people. Ms. Newman stated that she likes the bolder model because you are not going as often in the outskirts, but you are reaching more people.

Mr. Kern then turned the direction of the group to hubs in downtown. He asked if there is an opportunity to beef up the hub downtown. Mr. Miller stated that he would like to see a hub downtown where you can wait inside and easily get to other transportation options. Ms. Boesch noted that possibly there could be discussions with the University in terms of changing their fee structure. Mr. Werner stated that he believes there should be multiple hubs, possibly of different size.

Mr. Scholz questioned Mr. Kern on the methodology in terms of what he is expecting of the Task Force. He noted that he believes development in cities is incremental. Mr. Kern responded that the job of the Task Force is to choose the ultimate vision.

Mr. Krueger asked why we would want to go back to a fixed point system. Ms. Dunn stated that she believes that the group should focus on a happy medium between options two and three. Ms. Malone stated that there are going to be more elderly people and people who cannot drive. Ms. Boesch stated that she believes the Task Force should focus on a reasonable time frame and not look 50 years in the future. Mr. Werner stated that he believes that we should look at the end and work backward. In response to Mr. Krueger's question, Mr. Werner stated that he believes it is a huge economic development issue. Also, if the population is going to double in size in the next 50 years, we need to look at more efficient ways to get to work. There is the environmental aspect as well. Mr. McDowell stated that he would like to focus on option three basically because there have to be incremental changes. Mr. Morgan proposed focusing on a time frame of 20-25 years, but not lose the 50 year focus. Mr. Werner noted that he is frustrated by the lack of a plan, and he doesn't care if it takes 50 years to get a decent plan. The question always becomes how to fund it. Mr. Krueger stated that it gets into the issue of density, and people will always choose space over density. Until we change that fundamental premise, he asked why we should consider hubs if the political environment won't allow it to occur. Mr. Werner responded that it is a policy decision, and it isn't about what the market wants.

Mr. Scholz stated that the developers may argue that there is no demand for a high density environment. But on the other hand, for those who live in a low density environment, where do they find the option in Lincoln that has the amenities that you can find in other cities. Ms. Hammer stated that she believes that we need to keep alternatives in terms of density. She stated that we are going to have to increase the demand responsive system because we have to meet people's needs.

Mr. Morgan suggested setting *Become the Community's Second Car* as the benchmark and to proceed from there.

Mr. Kern then began an exercise to determine the group's level of importance of key concepts, as follows:

Transit System

- Downtown multi-modal hub – high priority
- Commuter services to outlying areas within Lancaster County – low priority
- Dedicated downtown bus lanes – medium priority
- Multiple hubs in centers around town – medium priority
- Advance travel information services – high priority
- Local circulators in downtown – medium priority
- Historic trolley – low priority
- Public and private car pools – high priority
- Traffic signal priority system – medium priority
- Commuter bus to and from Omaha – medium priority
- Bus rapid transit – medium priority
- Auto parking disincentives – low priority
- University multi-modal hub – low priority
- Transit marketing – high priority
- University multi-modal partnership – high priority
- Smart card technology – high priority
- Establish a transit authority – high priority
- Performance-based fixed-route bus service – medium priority
- Transit corridors – medium priority
- Bus turnouts – medium priority
- Automatic vehicle location technology – high priority
- Public sector take lead on travel demand management strategies – medium priority
- Increase private demand responsive service – medium priority
- Multi-modal advocate on staff – medium priority

Bicycling and Walking

- Multi-use trails – high priority
- *Selected* new arterials and existing arterials retrofitted for trails – high priority
- 12' trails where needed – medium priority
- Signs and maps – high priority
- On-road bike lanes – high priority
- High level of maintenance on trails – medium priority
- Traffic calming on selected streets – medium priority
- Promote bike parking – medium priority
- Promote bike lockers at hubs/downtown – medium priority
- Public sector provisions/requirements – medium priority
- Racks on buses – high priority
- Route maps provided – high priority
- Schools designed to aid access for bicycling and walking – high priority
- Driver and bicyclist education – high priority
- Bus/bike/carpool to work day – medium priority

Urban Design and Land Form

Mr. Krueger stated that he believes the natural progression of the city is to densify over time. The first rule of mass transit is mass, and Lincoln doesn't have mass at 3,000 people per mile. Left alone, he believes that a lot of this will happen, but not in a way that will support what we are talking about in terms of transit. He doesn't think that multi-modal adds anything to the bottom line of the development, as it is the market, not transportation, that drives everything. Mr. Werner responded that he believes that the market can be driven by transit, but it must be efficient. Ms. Dunn stated that the bottom line is that transportation must be efficient and convenient. The market will ask for what it wants. Ms. Hammer stated that it goes back to the design and how it is built to begin with. Mr. Werner stated that it has to be policy driven. We need to have a vision because we will save money and enhance the quality of life.

In terms of the street system, Mr. McCoy stated that from a school standpoint, as neighborhoods are designed, they need to be designed to be accessible by school buses in and out of the neighborhood. The group determined that this is a high priority.

Mr. Kern concluded by stating that they will flush out the third option more and begin to explain to the group what it is going to take to get there. The group will then have the opportunity to re-position the issues.

6. Other Business

Mr. Morgan asked the Task Force to review the issues that are not on the matrix. If there are issues the group would like to discuss, it can be done at the next meeting.

He then asked the Task Force if they would be willing to complete some informational sheets to help facilitate discussions at future meetings. The group agreed to this request.

7. Adjourn

Mr. Morgan adjourned the meeting at 5:31 p.m.

I:\Multi-modal trans\Minutes\Meeting Notes 01 13 04.wpd